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HONGKONG, TUESDAY, JULY 28TH, 1925

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TIME-TABLE.

WEEK DAYS

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Kowloon	Dep. 6.40	6.50	10.30	10.40	1.15	1.25	5.20	5.30
Yamat	Dep. 6.50	7.00	10.40	10.50	1.25	1.35	5.30	5.40
Shatin	Dep. 7.00	7.10	10.50	11.00	1.35	1.45	5.40	5.50
Taipei	Dep. 7.10	7.20	11.00	11.10	1.45	1.55	5.50	6.00
Taipei Market	Dep. 7.20	7.30	11.10	11.20	1.55	2.05	6.00	6.10
Shanghai	Dep. 7.30	7.40	11.20	11.30	2.05	2.15	6.10	6.20
Shanghai	Arr. 7.40	7.50	11.30	11.40	2.15	2.25	6.20	6.30

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shanghai	Dep. 7.50	8.00	11.40	11.50	2.25	2.35	6.30	6.40
Shanghai	Dep. 8.00	8.10	11.50	12.00	2.35	2.45	6.40	6.50
Taipei Market	Dep. 8.10	8.20	12.00	12.10	2.45	2.55	6.50	7.00
Taipei	Dep. 8.20	8.30	12.10	12.20	2.55	3.05	7.00	7.10
Shatin	Dep. 8.30	8.40	12.20	12.30	3.05	3.15	7.10	7.20
Yamat	Dep. 8.40	8.50	12.30	12.40	3.15	3.25	7.20	7.30
Kowloon	Dep. 8.50	9.00	12.40	12.50	3.25	3.35	7.30	7.40

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shanghai	Dep. 8.50	9.00	12.50	1.00	3.35	3.45	7.40	7.50
Shanghai	Dep. 9.00	9.10	1.00	1.10	3.45	3.55	7.50	8.00
Taipei Market	Dep. 9.10	9.20	1.10	1.20	3.55	4.05	8.00	8.10
Taipei	Dep. 9.20	9.30	1.20	1.30	4.05	4.15	8.10	8.20
Shatin	Dep. 9.30	9.40	1.30	1.40	4.15	4.25	8.20	8.30
Yamat	Dep. 9.40	9.50	1.40	1.50	4.25	4.35	8.30	8.40
Kowloon	Dep. 9.50	10.00	1.50	2.00	4.35	4.45	8.40	8.50

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shanghai	Dep. 10.00	10.10	2.00	2.10	4.45	4.55	8.50	9.00
Shanghai	Dep. 10.10	10.20	2.10	2.20	4.55	5.05	9.00	9.10
Taipei Market	Dep. 10.20	10.30	2.20	2.30	5.05	5.15	9.10	9.20
Taipei	Dep. 10.30	10.40	2.30	2.40	5.15	5.25	9.20	9.30
Shatin	Dep. 10.40	10.50	2.40	2.50	5.25	5.35	9.30	9.40
Yamat	Dep. 10.50	11.00	2.50	3.00	5.35	5.45	9.40	9.50
Kowloon	Dep. 11.00	11.10	3.00	3.10	5.45	5.55	9.50	10.00

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shanghai	Dep. 11.10	11.20	3.10	3.20	5.55	6.05	10.00	10.10
Shanghai	Dep. 11.20	11.30	3.20	3.30	6.05	6.15	10.10	10.20
Taipei Market	Dep. 11.30	11.40	3.30	3.40	6.15	6.25	10.20	10.30
Taipei	Dep. 11.40	11.50	3.40	3.50	6.25	6.35	10.30	10.40
Shatin	Dep. 11.50	12.00	3.50	4.00	6.35	6.45	10.40	10.50
Yamat	Dep. 12.00	12.10	4.00	4.10	6.45	6.55	10.50	11.00
Kowloon	Dep. 12.10	12.20	4.10	4.20	6.55	7.05	11.00	11.10

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shanghai	Dep. 12.20	12.30	4.20	4.30	7.05	7.15	11.10	11.20
Shanghai	Dep. 12.30	12.40	4.30	4.40	7.15	7.25	11.20	11.30
Taipei Market	Dep. 12.40	12.50	4.40	4.50	7.25	7.35	11.30	11.40
Taipei	Dep. 12.50	1.00	4.50	5.00	7.35	7.45	11.40	11.50
Shatin	Dep. 1.00	1.10	5.00	5.10	7.45	7.55	11.50	12.00
Yamat	Dep. 1.10	1.20	5.10	5.20	7.55	8.05	12.00	12.10
Kowloon	Dep. 1.20	1.30	5.20	5.30	8.05	8.15	12.10	12.20

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shanghai	Dep. 1.30	1.40	5.30	5.40	8.15	8.25	12.20	12.30
Shanghai	Dep. 1.40	1.50	5.40	5.50	8.25	8.35	12.30	12.40
Taipei Market	Dep. 1.50	2.00	5.50	6.00	8.35	8.45	12.40	12.50
Taipei	Dep. 2.00	2.10	6.00	6.10	8.45	8.55	12.50	1.00
Shatin	Dep. 2.10	2.20	6.10	6.20	8.55	9.05	1.00	1.10
Yamat	Dep. 2.20	2.30	6.20	6.30	9.05	9.15	1.10	1.20
Kowloon	Dep. 2.30	2.40	6.30	6.40	9.15	9.25	1.20	1.30

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shanghai	Dep. 2.40	2.50	6.40	6.50	9.25	9.35	1.30	1.40
Shanghai	Dep. 2.50	3.00	6.50	7.00	9.35	9.45	1.40	1.50
Taipei Market	Dep. 3.00	3.10	7.00	7.10	9.45	9.55	1.50	2.00
Taipei	Dep. 3.10	3.20	7.10	7.20	9.55	10.05	2.00	2.10
Shatin	Dep. 3.20	3.30	7.20	7.30	10.05	10.15	2.10	2.20
Yamat	Dep. 3.30	3.40	7.30	7.40	10.15	10.25	2.20	2.30
Kowloon	Dep. 3.40	3.50	7.40	7.50	10.25	10.35	2.30	2.40

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shanghai	Dep. 3.50	4.00	7.50	8.00	10.35	10.45	2.40	2.50
Shanghai	Dep. 4.00	4.10	8.00	8.10	10.45	10.55	2.50	3.00
Taipei Market	Dep. 4.10	4.20	8.10	8.20	10.55	11.05	3.00	3.10
Taipei	Dep. 4.20	4.30	8.20	8.30	11.05	11.15	3.10	3.20
Shatin	Dep. 4.30	4.40	8.30	8.40	11.15	11.25	3.20	3.30
Yamat	Dep. 4.40	4.50	8.40	8.50	11.25	11.35	3.30	3.40
Kowloon	Dep. 4.50	5.00	8.50	9.00	11.35	11.45	3.40	3.50

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shanghai	Dep. 5.00	5.10	9.00	9.10	11.45	11.55	3.50	4.00
Shanghai	Dep. 5.10	5.20	9.10	9.20	11.55	12.05	4.00	4.10
Taipei Market	Dep. 5.20	5.30	9.20	9.30	12.05	12.15	4.10	4.20
Taipei	Dep. 5.30	5.40	9.30	9.40	12.15	12.25	4.20	4.30
Shatin	Dep. 5.40	5.50	9.40	9.50	12.25	12.35	4.30	4.40
Yamat	Dep. 5.50	6.00	9.50	10.00	12.35	12.45	4.40	4.50
Kowloon	Dep. 6.00	6.10	10.00	10.10	12.45	12.55	4.50	5.00

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shanghai	Dep. 6.10	6.20	10.10	10.20	12.55	1.05	5.00	5.10
Shanghai	Dep. 6.20	6.30	10.20	10.30	1.05	1.15	5.10	5.20
Taipei Market	Dep. 6.30	6.40	10.30	10.40	1.15	1.25	5.20	5.30
Taipei	Dep. 6.40	6.50	10.40	10.50	1.25	1.35	5.30	5.40
Shatin	Dep. 6.50	7.00	10.50	11.00	1.35	1.45	5.40	5.50
Yamat	Dep. 7.00	7.10	11.00	11.10	1.45	1.55	5.50	6.00
Kowloon	Dep. 7.10	7.20	11.10	11.20	1.55	2.05	6.00	6.10

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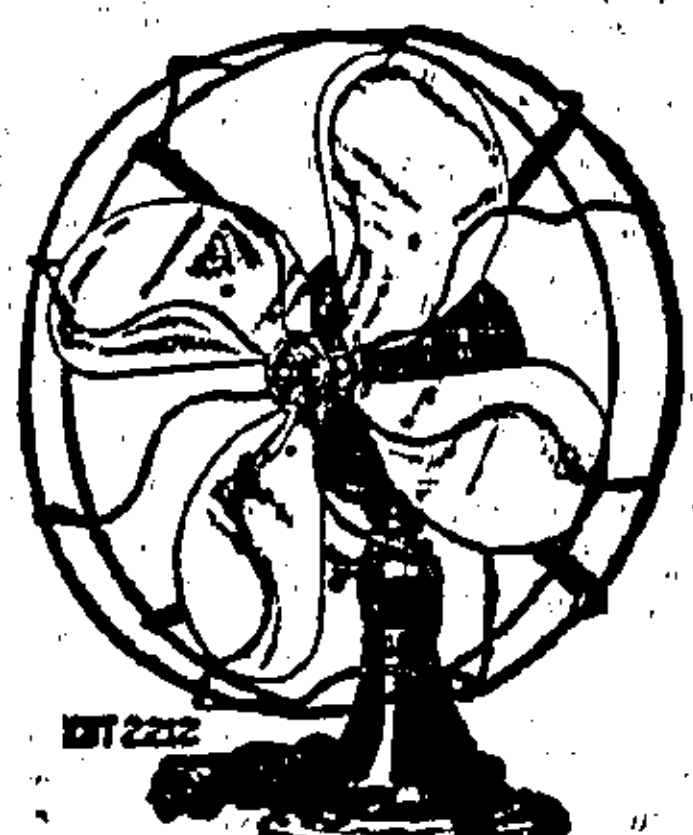
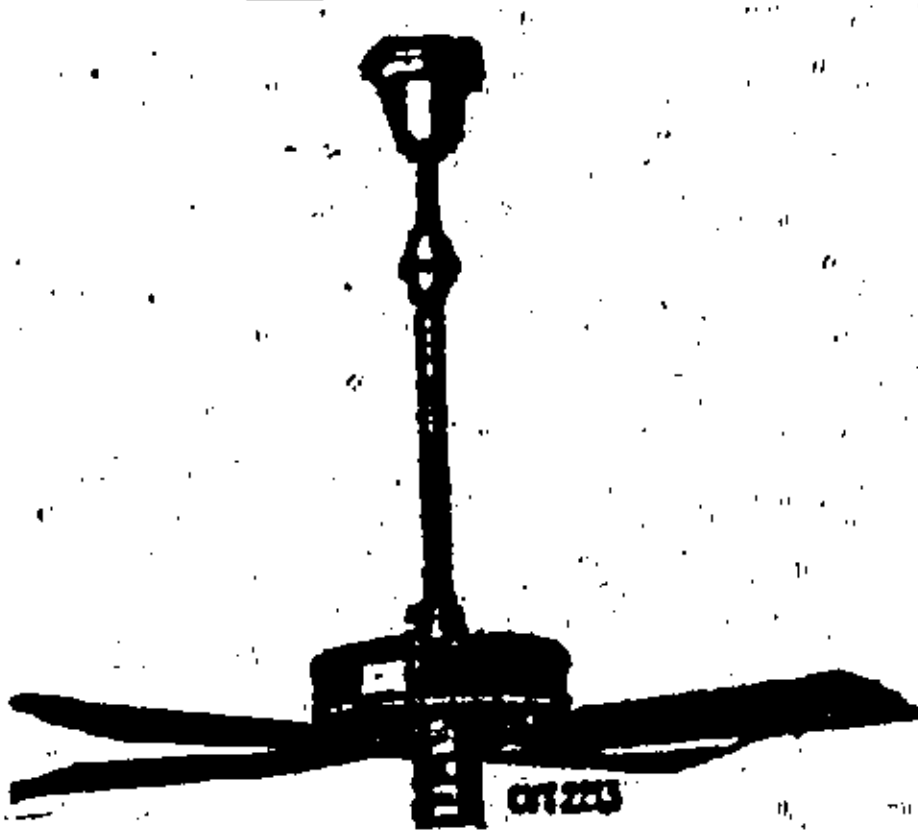
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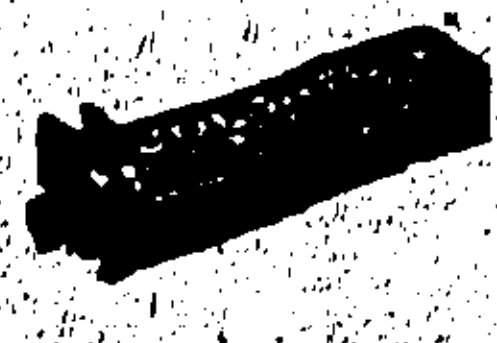
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LOCAL WEDDING.

HILL-BURLING.

A pretty wedding took place yesterday afternoon at St. John's Cathedral, when the contracting parties were Miss Gwendoline Alice Hill, daughter of Mr. and Mrs. G. L. Hill, Leighton Hill Road, Happy Valley, and Mr. William John Burling, of the Hongkong and Shanghai Hotels, Ltd., son of the late Mr. and Mrs. Burling.

The bride, who was given away by her father, Mr. G. S. Hill, was dressed in white satin, with silk lace to match, trimmed with orange blossoms, and carried a sheaf bouquet.

The bridesmaids, Miss Gladys Brock and Miss Doreen Spanton, were attired in mauve marocaine, with hats to match, and carried bouquets. Mr. A. J. Mandell was the best man.

After the ceremony, which was conducted by the Rev. G. T. Waldegrave, a reception took place at the Hongkong Hotel. There were about 100 guests present.

The honeymoon will be spent at Re-pulse Bay.

The bride's travelling dress was a pale blue Paris crepe with hat to match.

OBITUARY.

MR. F. G. BECKE.

The death took place yesterday morning at No. 1, Victoria Gardens, Kowloon, of Mr. F. G. Becke, a well known and respected resident in the Colony.

The deceased, who had been in China for about 30 years, spent 41 years of his life on the outside staff of the Chinese Maritime Customs, retiring on pension about 8 years ago. He was exceedingly well known on the China Coast, and had reached the advanced age of about 78 years. Mr. Becke had been ill for a short time only. Prior to removing to Kowloon, he resided at the King Edward Hotel for about six years. A few months ago he spent some weeks in hospital.

At one time Mr. Becke was a wealthy man, but was among those who suffered heavily during the failure of the Banque Industrielle de Chine.

During the time he had resided in the Colony he had formed many friendships and his demise will be regretted by all who knew him.

The funeral, which was conducted by the Rev. G. R. Lindsay, took place at the Happy Valley Cemetery yesterday evening, there being present representatives from the Customs as well as a number of personal friends. Among those who attended were:

Messrs. A. Morrison, G. J. Harman, E. C. Tregillus, G. E. Wetton, J. W. Brown, D. S. Green, J. Owen Hughes, J. Saunders, W. A. Eustace, A. Ogilvie, D. Ogilvie, E. J. Ainslie, W. H. Whiteley, Capt. R. D. Thomas, and many others.

Wreaths were laid on the grave from the following: Messrs. A. Morrison, W. G. Jarvis, G. Harman, and P. J. Austin; G. W. Davis (Kowloon Customs); M. Manuk, E. J. Ainslie, R. D. Thomas, G. E. Wetton, J. C. Saunders, Mr. and Mrs. S. E. Green and Douglas, Mr. and Mrs. T. Bolt and family, Mr. and Mrs. Frith and family, Mr. and Mrs. E. C. Tregillus, Mr. P. T. Farrell and Miss Farrell, Capt. and Mrs. Baylis, Mr. and Mrs. Ogilvie. The officers and companions of Victoria Chapter, the W.M. Mariners, the Officers and Members of Victoria Proceprotry and Priory, the W.M. and Members of Eotken Mark Lodge.

MR. G. M. BOSWORTH.

Cable advice has just been received by the Canadian Pacific Steamships, Ltd., from the Head Office in Montreal, of the death of their Chairman, Mr. G. M. Bosworth, which took place in London, on July 26th.

No details were given of the cause of death, the cable simply stating that Mr. Bosworth passed away on Sunday morning, and as no previous advice had been received that Mr. Bosworth was ill, it is surmised that he must have passed away very suddenly.

The late Mr. Bosworth was one of the most widely known men in Canada, and his death at the age of 67 removes a very prominent figure from Canadian transportation and business circles.

At the time of his death Mr. Bosworth was in England on one of his periodical trips in connection with the Company's Steamship service in 1875, joining the Canadian Pacific Railway Company in 1882. After holding a number of important traffic positions on the Rail Lines, he was, in 1901, appointed Fourth Vice-President in charge of Rail Traffic; in 1910 he was appointed Vice-President in charge of Traffic, rail and steamships. In 1918, owing to the growth of the Canadian Pacific Steamship interests on the Pacific and Atlantic, Mr. Bosworth was appointed Chairman, Canadian Pacific Ocean Services, Ltd. (now Canadian Pacific Steamships, Ltd.), which position he held up to the time of his death.

Mr. Bosworth leaves a widow and two children—a son and a daughter.

PO HING FONG DISASTER.

FUNERAL OF THE LATE MR. CHAU SIU KI'S MOTHER.

The funeral rites of the late Mr. Chau Siu Ki's aged mother were carried out yesterday. As early as 11 a.m. a large number of persons had gathered at the Tung Wah Hospital, whence the funeral procession started at 12.15.

As the procession passed through the streets, with all the paraphernalia characteristic of Chinese funerals, the clashing of cymbals and sounding of horns, and the large embroidered "kwai" in which the coffin was lying preceded and followed by the white-coated mourners, the pavements were crowded with people. The procession went to the Yat Pin Ting (farewell pavilion), Kennedy Town, where a halt was made and the mourners bowed before the coffin in token of respect. Thence the procession went to the Tung Wah Depository where the coffin was laid preparatory to the actual interment which will take place within a few days.

The number of persons in the procession was approximately 500. There were many ladies present. The chief mourners were Messrs. T. N. Chau, Chau Yam Kui, Chau Cheuk Fan, Chau Qing Nin, Chau Chak Nin, Chau Hei Nin, Chau Cheung Nin, Chau Yu Nin, Chau Chiu Nin, Chau Chik Nin, Chau Wun Nin, Chau Hung Nin (grandsons). Of two other grandsons, one, Chau Sek Nin, is in England, and the other, Chau Kwan Nin, is in Tientsin.

Other mourners were Messrs. Chau Cham Wing, Chau Cham Lan, Chau Cham Shu, Chau Cham Leung, Chau Cham Chun, Chau Kai Fong, Chau Kai Kaai, Chau Kai Hung (great-grandsons). There were also several granddaughters and nieces.

The wreaths numbered several hundreds and amongst the donors were, the Hon. Sir Claud Severn, Mr. A. G. M. Fletcher, Mr. D. W. Trautman, the Hon. Mr. R. H. Kotewall, the Hon. Mr. Chow Shou Son, Dr. S. W. Tso, Mr. J. M. Wong, Mr. A. E. Rowe, Officers of the s.s. *Kwong Nai*, directors and committee of the Tung Wah Hospital, etc.

Amongst those present were Mr. R. H. Hanson, Chief Engineer, s.s. *Kwong Sai*, Dr. S. W. Tso, Messrs. Ho Koon Tong, Mok Man Chi, Mok Kwong Sang, Wong Yui Tung, Wong Tong Ki, Li Siang'ku, Sam Pak Ming, Li Ping, Lo Cho Son, Leung Sai Tong, Kwong Tong Kok, Ma Chi Long, Tai Yam Chi, Mah Yai Chiu, Chao Pi Ki, Lo Lok Chai, Lo Chup Son, Au Lim Chun, Li Chou Son, Lum Lau, Kwan Fong Kok, Lau Yik Wan, Chu Tze Hing, Chu Cheung Hui, Wong Kwong Nin, Kwok Chai, the directors of the Tung Wah Hospital, Messrs. Mok Ching Kong, Kong Siu Lai, Chan Fun Din, So San Nam, Tsan Chui Ying, Chu Chik Man, Tze Yai Cho, Chan Fu, Tan Fui Kin, Lau Yik Wan, Ip Lan Chuen, Tang Hoi, and Chan Yik Wan, members of the Executive Committee of the Chinese Chamber of Commerce, members of the Chinese merchants Club, the Chinese Club, members of the Committee of Po Leung Kuk, the Chun On and Man On Fire Insurance Companies, staff of the Tai San Bank, the Yuen On and Shui On Shipping Companies and others.

ALLEGED BAD LANGUAGE.
COURT STORY OF HARBOUR CHASE.

As a "Star" Ferry boat was crossing the harbour on Sunday, a man in a junk is alleged to have shouted an obscene expression. When the ferry boat arrived on the Hongkong side, Mr. E. L. Stainfield and another gentleman hired a motor-boat, gave chase and caught the junk near Arsenal Street, when the man jumped into the harbour. He was picked up by the motor-boat and taken to No. 2 Police Station.

Defendant denied the charge before Mr. S. B. B. McElderry at the Central Magistracy yesterday, and stated that he had fallen into the harbour because Mr. Stainfield had struck him on boarding the junk.

The case was adjourned until to-day, when Mr. Anderson, the gentleman who accompanied the complainant, is to give evidence.

CANTON NEWS.

ANTI-STRIKE ORATORS ROUGHLY HANDLED.

Reports reaching Hongkong from Canton state that street-corner orators who have been giving addresses against the strike have been roughly handled by the authorities' orders. It is further stated that the feeling among the better class of Chinese with relation to the Shamen shooting affair is changing and many of these now believe that the actual shooting was begun by the Chinese.

The creek between Shamen and Canton is still deserted, while the Shaki Band continues to present a busy appearance.

LOCAL SPORT.

BASEBALL.

A league match will be played to-morrow evening between the Hongkong Baseball Club and the Philippine Club, at Happy Valley. The game will start at 8 p.m.

SHUM CHUN INCIDENT.

MR. SMITH DESCRIBES HIS ADVENTURE.

Mr. O. A. Smith, manager in Hongkong of Messrs. Whiteaway, Laidlaw & Co., who for several hours on Sunday was held captive in the hands of Chinese soldiery across the border at Shum Chun, arrived back in Hongkong yesterday morning none the worse for the trying experience he had undergone, except that he was still rather tired after the long walk he had undertaken following his release by his captors.

Mr. Smith left Sheung Shui, New Territories, where he had remained at the police station during Sunday night, by the first train yesterday morning, and a *Daily Press* representative found him at Whiteaway, Laidlaw & Co.'s establishment in Des Vaux Road.

Mr. Smith related the circumstances of his capture. He said:

"My wife and I left Kowloon on Sunday by the 9.30 p.m. train, having booked through to Shum Chun, it being our intention to spend a few hours in the country. We left the train at Lowu halt, finding that it did not go any further, and not suspecting anything we walked across the bridge to Shum Chun. We did not know the bridge was the actual border, and were under the impression that British territory extended as far as Shum Chun. We intended to take a photograph and have a look around and then return and catch another train that was shortly returning to Kowloon. There were no guards to be seen on the bridge and no notice or anything to show that we were across the border, or committing a trespass. Suddenly two or three sentries dashed up, when we were about a dozen yards over the bridge. I was a little ahead of my wife and was seized by them, but immediately called to my wife to run back. This she managed to do by evading her would-be captors and on her return to British Territory reported my capture to the Sheung Shui Police, and on returning to Kowloon to the Water Police. I was forced to walk to Shum Chun village, to the soldiers' Headquarters and was threatened when I protested against the long walk."

"On arrival at Headquarters I was taken before the 'No. 1 General' and my treatment here was quite courteous. When I asked why I had been made a prisoner, I was told that I done wrong to cross the border, as martial law had been proclaimed. This was at about 3.30 and it was after 8 o'clock before I was released."

"When I claimed my release, I was told that all persons taken captive had to be sent to Canton to go before the Council of Representatives, who would decide whether such persons should be allowed to return to Hongkong. There were a number of young officers present who appeared to belong to the Whampoa Cadets, and altogether I saw about 100 soldiers. Opinion was divided as to whether I should be sent to Canton or released. The Whampoa faction were especially in favour of my being sent to Canton, and some of them grew very angry and insistently demanded that this course of action should be adopted. After considerable argument and explanations, made with the aid of an interpreter, the General eventually agreed to give me an order for my release. This was done and I set out for Lowu with an escort. On the way, however, more soldiers stopped me and once again I was taken back to Shum Chun to another headquarters in a railway train."

"Here two Chinese military officers, both young and wearing horned rimmed spectacles, put me through a close examination lasting two or three hours. They asked very bitter views against the British and seemed definitely decided to send me to Canton. They said that they had orders to send any foreigners who crossed border to Canton, there to be treated as the British had treated the coolies in Shamen." They further said that as the Hongkong authorities were arresting Chinese in Hongkong, it was only right that foreigners should be arrested in China. Thinking that I would not be able to return to Hongkong at any rate for a time, I asked that my shop keys might be sent to Lowu to be taken to Hongkong as they were all with me, but this request was refused. I believe that the only reason that I was released was that I mentioned that I was an Australian. I was then told that the Chinese had no quarrel with Australia, but only against the British and that Australia was like China, a nation oppressed by the British race."

"Just after 8 o'clock I was told that I could go, and two soldiers escorted me back over the border. Here I was able to obtain a railway employee to guide me with a lantern to Sheung Shui police station, where I soon went to bed, being absolutely tired out."

"Many of the younger Chinese officers," said Mr. Smith, "seemed very bitter in their attitude towards Britain and things British."

"At the time that Mr. and Mrs. Smith crossed the border, the patrols on the British side were busy at the station, or they might have given warning and prevented them from crossing. Until Mr. Smith returned, it was not known that martial law had been proclaimed."

THE LOCAL STRIKE.

LITTLE CHANGE TO REPORT.

There is little change to report in the Hongkong strike situation. Strikers continue to come back in practically every branch of industry save one, to wit, the seamen, whose organization is the one mainly instrumental at present in holding up a complete return to normality. Yesterday's strike details are as under:

STRIKERS' PICKETS.

A strike picket on the Chinese border, the other side of Shum Chun River, fired at a man bringing chickens across the river into British territory at Lowu, yesterday morning. The shot went wide and the runner of the gauntlet gained the bank on this side, where he lay in hiding for some time. When the man finally emerged from his hiding place among the reeds, no further shot was fired as he made his way across country 3,000 yards above the bridge.

SHIPPING SITUATION.

The local shipping situation continues much the same so far as the vessels held up are concerned; while arrivals and departures average the same number daily.

Harbour Office reports of yesterday showed show for the 24 hours ended at 9 a.m. yesterday there were four arrivals and five departures. Of the arrivals one was British, one Dutch, one American and one Italian. The total number of vessels in the Harbour at 9 a.m. yesterday was 92, of which 53 were British.

Among the vessels entering port over the week-end, mails were entered by the s.s. *Kaijo Maru* (from Keelung and Swatow); s.s. *Sialia* (Bombay and Singapore); *Tjiamak* (Sourabaya and Babana); s.s. *Kashima Maru* (Middlesborough and Singapore). The last named vessel also entered 150 cases of cartridges and a large quantity of the same article for through passage.

The *Durban Maru* entered as dangerous goods on board 31 cases—3 tons of pistols and 4 tons of inflammable goods.

The s.s. *Atenero*, which arrived during the week-end also entered mails from England. She did not come into Harbour, but anchored in Junk Bay. Several other vessels which arrived yesterday also remained in Junk Bay.

HAWKERS CHARGED.

During the week-end sixty hawkers were arrested within market limits for selling pork, chicken and vegetables. They all pleaded guilty when charged before Mr. S. B. B. McElderry yesterday.

His Worship said that such persons as defendants had been of considerable service to the community during the periods when the markets were closed and he would not like to convict. He did not think that they had received adequate warning and he suggested that warning notices should be issued and an advertisement put in the Chinese newspapers. Defendants would be discharged with the warning that if again caught they would be fined.

At the Kowloon Magistracy before Mr. E. W. Hamilton yesterday several meat and pork hawkers were fined \$10 each with 14 days' hard labour in default. In the case of two men engaged at one stall, the fines were divided between them.

A number of hawkers selling wares without a licence were all cautioned and informed that fines would be inflicted in future.

CANTON SEAMEN'S UNION.

The Seamen's Union in Canton have steamers running from that city to Macao, as it was by means of this route that many of the strikers were returning to Hongkong. Prior to the stopping of the service, Guild pickets maintained strict vigilance in order to prevent men from returning. Women were allowed to leave and it is stated that several men under the pretext that they were escorting women on board managed to get away.

There is, however, ample communication between Macao and Hongkong. Six steamers left Macao yesterday, these being the *Avon*, *Sunning Chuen-chow*, *Sui Tai*, *Sui On* and *Paul Bear*. Passengers on these vessels stated that the new docks at Macao were opened on Saturday, when the 3,000-ton Norwegian steamer *Hero* entered with coal for the Netherlands Harbour Works.

GENERAL NOTES.

Mao's Cafeteria was re-opened yesterday.

The local markets yesterday were well stocked with fish, fruit and vegetables.

The Hongkong, Canton and Macao Steamboat Company's steamer *Sui Tai*, which was left idle at Macao on practically the first day of the strike, was brought back to Hongkong yesterday morning. The Chinese crew of the steamer deserted her on arrival at Macao, and she was tied up there for 64 or more months.

HONGKONG VOICES ITS OPINIONS. GREAT MASS MEETING AT THE THEATRE ROYAL.

PROMPT AND FIRM ACTION DEMANDED FROM
HOME GOVERNMENT.

UNANIMOUS APPROVAL OF H.E. THE GOVERNOR'S
EMERGENCY REGULATIONS.

RESOLUTIONS TO BE BROADCAST IN HOME PAPERS.

With no uncertain voice Hongkong last evening expressed its opinion of the strike in the Colony and of the causes which lie behind the unrest in China generally. The demonstration of unanimity was remarkable. Long before the hour for which the meeting was called the City Hall was filled to overflowing. A move was then made to the Theatre Royal and within a few minutes this building was packed from floor to ceiling. People crowded the corridors and many could not secure admission. The attendance was thoroughly representative of all sections of the community, and in spite of the general recognition of the seriousness of the position and the importance of the questions to be discussed, was very much greater than any of the promoters had anticipated. In fact it was for Hongkong a record gathering—and proves conclusively the contention the *Daily Press* has always put forward that the Hongkong public will act in unison if it is given the opportunity and good leadership. We think that the Hon. Mr. Holyoak deserves and will receive the thanks of all residents for having taken that initiative which it was so much desired that some one holding a prominent position in the public life of the Colony would take.

In spite of the sweltering heat the crowded audience sat for two hours and listened attentively to the speeches made in submitting the various resolutions. There was no doubt about their interest. The outstanding points made were quickly seized and loudly applauded. Every one appeared fully to recognise the particular purpose for which the meeting had been called and the importance of the objects to be achieved. Domestic affairs and the discussion of the local strike occupied only a small proportion of the time. The general desire was that Hongkong should make its collective opinion known, firstly in order to help correct the mistaken impression at home that the unrest in China is due to labour conditions and, secondly, in order to strengthen the hands of the Home and local Governments in adopting firm measures to repress the agitators who have caused, and are still causing, all the trouble.

A splendid step towards this end was taken, and it is now hoped that all the Treaty ports will follow the great example which Hongkong has given them.

The Chairman, who on rising to speak was greeted with loud cheers, said that he was one of those who believed that a public meeting should only be called on rare occasions, but that when justification arose it had great value. Such an occasion had now arisen, as was apparent to anyone who knew the psychology of the people of the Colony, and it had been decided to call together such a meeting to consider not only questions with regard to the situation in the Colony but wider and still more important questions involved by the general unrest in China. (Applause.)

CHINESE UNOFFICIALS.

The Chinese unofficial members of the Legislative Council, said the Chairman have asked me to state that their absence from the meeting is not due to any lack of sympathy whatsoever with our objects but they felt that possibly resolutions would be adopted which would later be embarrassing to them in carrying out their duties as members of the Council. It is a view with which I can sympathise and I am sure this meeting will feel likewise. The Chinese unofficial members, prior to the strike, had done their utmost to prevent it, and since it began had done their utmost to mitigate its effects. (Applause.) The community had undoubtedly been helped by the loyal Chinese who had remained and helped to carry on the essential services during a strike of Chinese against the British in a British Colony. (Cheers.)

Continuing the Chairman said that the British nation's recognition of fair dealing was acknowledged generally. Many of the Chinese had "played the game" by remaining loyal. To those who remained they need not pay a tribute of honest admiration because they remained in spite of threats as to what would happen to them. (Applause.)

Dealing with the resolutions the Chairman said:—The first and second deal with what may be described as purely domestic questions arising out of strike conditions in Hongkong. The third, fourth and fifth deal more particularly with the political situation and more especially in so far as it affects South China in which we are peculiarly interested. The last resolution details a telegram to be sent to the Home press with the hope that it may correct by a plain statement of truth, some of the false impressions existing.

For the second time in less than three years this Colony has had to face a strike that must have disastrous economic effects on the Chinese and ourselves alike. Whatever may be said of the first strike, this time there was absolutely no cause or justification for it. The workers and employees had no grievance, and complete harmony prevailed everywhere.

They did not want to strike. The memories and discomforts of the last strike and the non-fulfilment of false promises by the labour unions were too fresh in the memories of most of them to do so. Yet, at the bidding of alien agitators from Canton and as the result of intimidation they fled in terror and for five weeks we have been dealing with the consequences. It must first be realised and stated that we have no quarrel with the Chinese with whom for over 70 years we have lived and worked upon terms of the closest friendship and mutual trust. They have no real grievance against us nor we with them, and the cause of the strike and the present trouble must be looked for in other directions than to Chinese sources. The fact is that for long past the Bolshevik conspiracy has been abroad in all parts of China and more especially since the support given it in the south by the late Dr. Sun Yat Sen to propagate the Bolshevik principles which openly set out to destroy the very principles of civilisation, of law and order, and of international trade. At the present moment it is specially directed against the British but it must ultimately react upon those nations which at present are disinclined to accept the burden of the fight, but who subsequently will be dragged into the whirlpool of trouble which must embrace the whole civilised world unless the threatening growth of cancer in the body politic of China is cut out ere it grows too late. Even the missionaries who to-day have thrown in their lot in the support of the principles now dictated by Bolshevism have reason to flee in terror from the aftermath which it is likely to provoke. (Cheers.)

Believing this, as we do, resolution No. 5 is proposed not in any spirit of antagonism to our ancient Chinese friends, but with the sincere belief that by the eradication of the Bolsheviks from their midst lies not only the hope of international salvation in all dealings with China but the preservation of her own rights and country from utter destruction. (Applause.)

NO WAGES FOR JUNE.

The Chairman then submitted the first resolution on the agenda which was as follows:—

It is recommended that no wages be paid for June to returning strikers and that careful revision of terms and conditions be made upon their re-employment.

The law states, said the Chairman, that there is no necessity to pay any wages for June; in fact, damages can be obtained from servants for leaving without notice. I think I have authority for stating that the employees of the Government—Civil, Military and Naval—who struck will on their return be taken back only if their services are essential and they will all be placed in a lower grade

than that which they occupied prior to leaving. I do not wish to advocate a policy of retaliation but there have been two strikes in the last three years. In the first strike we were soft and overjust in our settlement but that settlement was made in the hope that the trouble would never occur again. Now the time has come for the Colony to show that strikers cannot leave their employment without suffering some penalty. It is true that the majority left because they were intimidated and we can temper justice with mercy, but with perhaps a little less mercy than on the last occasion. (Loud applause.)

Mr. W. S. Bailey, in seconding the resolution, said: These strikers have done their utmost to paralyse our trade, and no business or Colony can exist indefinitely without adequate income. The economic losses of both European and Chinese businesses are alike very heavy and must seriously react on staffs employed and on wages paid for some time to come. There appears no just cause for this strike the employees having absolutely nothing of which to complain. British firms, especially British shipping firms, the most liberal and generous of employers, distributing yearly thousands of dollars gratuity to employees, together with other benefits—these firms have been discriminated against and all their vessels abandoned while rival vessels under the Chinese flag and paying lower wages have been allowed to run.

LOYAL WORKERS.

Business in the Colony, both Chinese and European, have lost money right through this strike and have paid salaries and wages not from profit but from capital, thereby reducing the earning of these businesses and preventing them, however willing they may be, from giving employees in future the same liberal terms and gratuities as formerly. An attempt has been made to starve us out financially by cutting off our source of income. That attempt has only failed of complete success by the splendid unselfish work of our own people, our own residents of all races, and by the loyal service of the many Chinese workers who have stood so faithfully by us. (Cheers.) With such complete unity and cheerful determination as has been shown we could never be beaten, but surely our first duty is to reward those who have so worked for us and not the strikers whose action has so deeply injured both us and them.

JUSTICE TEMPERED WITH MERCY.

There may be some who would formerly have dealt more leniently with strikers, but later developments have certainly warranted their adoption of a stronger attitude in this respect. By leaving without notice strikers have dismissed themselves, and are liable to forfeiture of a month's pay in lieu of notice, and to prosecution, and it would be due to us and due to our loyal employees that returning strikers be dealt with thus strictly according to British Law; otherwise there can be no security for future traders or workers of any nationality in the Colony. Justice should be tempered with mercy, as expressed by the Resolution, which calls for the cancellation of June wages only, although we cannot forget that the mercy shown by us after the strike of 1922 was apparently mistaken for weakness on our part. Let us be merciful but strong and just, just to ourselves, and our wives and families and to our loyal workers who have so suffered and will suffer by this strike.

I now ask you, Ladies and Gentlemen, to support our laws and Government and support the interest of our own people and loyal helpers by voting unanimously for the resolution. (Applause.)

The resolution was carried with acclamation.

REGISTRATION.

This meeting requests the Hongkong Government to co-operate in the establishment of a voluntary system of registration of office employees and domestic servants.

The Chairman: This second resolution deals with a highly controversial and difficult subject. The subject has been discussed behind the scenes on several occasions even before this strike began. I have taken part in those discussions and I know the snarls and difficulties that there are in it. The registration of domestics in a mild form, however, as an experiment, is not only possible but ought to be brought into force.

The Hon. Mr. H. W. Bird, in seconding the resolution said:—I do not for one moment suggest that if the registration of domestic servants becomes an accomplished fact it will prove to be a panacea for all our troubles, but it is my honest belief that it would be to the general benefit of the community if registration were undertaken on the right lines. We should think of those who are coming after us and endeavour to make this type of so-called strike—where the actual strikers had no grievance, more difficult. Although I do not suggest that such registration would stop strikers it is my opinion that it would be a partial safeguard. (Applause.) It would be a form of combination on the part of employers to counter the combination of employees and that is recognized all the world over as equitable. (Applause.)

NO SERIOUS OBJECTIONS.

The objections to registration which I have heard expressed, and read of in the papers, do not strike me as very serious. I cannot see why it should cause discontent. All of us have been accustomed ever since the war began to obtain passports with our photographs in duplicate. We submit without a murmur to the indignity of stating our ages, our physical disabilities, our distinguishing marks—why should Chinese domestics take these matters more to heart than we do? (Applause.)

There is in force at the moment compulsory registration for Europeans, by the Police authorities, in connection with essential services. All domestics at home have a form of registration under the National Insurance Act. Moreover, it is the custom here with a number of the large business concerns, to register all their Chinese staff who are in permanent employ. Furthermore, all indentured labour is registered through the S.C.A. As regards finger prints I do not consider that is absolutely necessary. The photograph in duplicate—one on the card to be filed at the Bureau, and the other on the card held by the domestic—is all that would be necessary, and it could be made an offence punishable by a fine for any one to tamper with a registration card.

GOVERNMENT REGISTRATION.

Because the law has been inoperative in Ceylon, as we are told, only seems to me to show that it is no longer necessary there, and should such registration become law in the Colony it will probably die a natural death if it is found there is no longer any call for it. To my mind it is necessary that this registration, if carried out, should be done by the Government. There is no reason for it to be a financial drag on the Colony, for the fees for registration should far more than pay for the personnel of the office. A registry office run as a private concern does not appeal to me. I have had some experience of such offices, and from the attitude of some of them it would seem that it is to their interest for one to change one's servants as often as possible. (Laughter and applause.)

As regards an employer giving a servant a bad character without due cause, I think it will be found that people are too afraid of the law of libel to make that objection a serious one. As regards written characters these are useless, unless accompanied by a photograph, as one never knows whether the character produced, was ever written for the individual who presents it. The ones used are generally written by a resident who has long since left the Colony, so that there is no means of verifying same. I am therefore still to be convinced that there is any valid objection to the official registration of servants save the trouble entailed, and if it is to the interest of the community that it should be undertaken, then that objection should be over-ruled. I have much pleasure in seconding this resolution. (Loud Applause.)

Mr. Russell said that the seconder of the resolution seemed rather to be in favour of an amendment to the motion in so far as the registration of servants was concerned. To his mind the difficulty of registration could be overcome by utilising the various Residents' Associations as registration bureaux. For instance the Peak Residents' Association could have Peak servants registered and the Kowloon Residents' Association could do the same as far as Kowloon was concerned.

Mr. L. M. Whyte suggested that registration should not be confined to any particular part of the community. At the present time Europeans had to have passports and the system might be extended to the Chinese community. They should avoid any invidious distinctions.

The Chairman in reply to Mr. Whyte said that Mr. Bird was probably aware as well as he (the Chairman) was how this question was discussed by Government behind the scenes even before the strike arose. This resolution before them had been proposed to see what some form of voluntary registration would achieve. If it was proved that there was sufficient interest in voluntary registration the Government would no doubt be willing to go forward with it. That was why the resolution had been put forward in what might be considered a lukewarm and mild manner. He did not think that there had ever been such an opportunity as this for the introduction of a system of registration. A few weeks ago servants who remained at work in the Colony were terrified by a red dagger drawn on paper. To-day these servants came and asked for a chit saying that they had given faithful service. Why? To protect them from the Hongkong Police and not to protect them from some imaginary dagger. (Applause.) The Government had done its utmost to prevent the strike but if it had been possible to concentrate on the means used in the last ten days of house-to-house searching, of stopping people in the streets and searching them not half of those who went on strike would have done so. The Chairman then put the resolution to the meeting and it was carried unanimously. (Continue on page 6.)

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CORRESPONDENCE. THE CHINA CRISIS.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

SIR.—In a lengthy article headed "The China Crisis," Professor H. A. Giles, Professor of Chinese at Cambridge University, writes:

"The present unrest is, in my opinion, also partly due to the exportation of Chinese boys to America, and in a much smaller number to England, by missionary societies."

"These children for such they usually are, receive in the States or in England an education on lines similar to those for American or English boys, and are baptised as Christians."

"As young men they return to China, entirely ignorant of their own language, their long-drawn-out history and wonderful literature. Instead of being any use to China, they are, with some brilliant exceptions, a hindrance and a source of trouble."

"There seems to me to be no evidence that the Soviet Government is at the back of the present troubles. It is, at any rate, a convenient card to play when it may be desirable to keep realities in the background."

"It astonishes and pains me to see Professor H. A. Giles writing in this strain, and it is most regrettable, as he is reputed to be a sober and learned scholar, and recognised to be an authority on 'Things Chinese.'"

"Such utterances are mischievous and misleading, and may be compared with that notorious 'declaration' signed by the American professors and teachers of the Canton Christian College."

"There are students and students! And, Professor Giles should not have been guilty of the mistake of confusing the ignorant and half-baked Bolshevik students of certain schools, Colleges and so-called Universities of China with those students, who have graduated from the great and famous Universities of England and the United States."

"Professor Giles should be careful in calumniating and condemning the students, particularly those who have been educated in England and America, as they are quite a different stamp of men, and to use a Chinese expression—'A bamboo pole should not be used in striking a boat-load of people.'"

"I think Professor Giles owes these students a public apology, and I am sure, when this meets his eye, he will gladly retract what he has written."

"Ignorance is no excuse, and his being unaware of what has been taking place in Canton, Shanghai, and North China, during the time he has been away from China, may be partly responsible for this serious error of judgment."

"Again, Professor Giles does not believe that the Soviet Government is at the back of the present troubles in China, and he doubts the honesty and integrity of the Chinese by a 'veiled accusation of trickery.'"

"Can Professor Giles explain the reason for the presence of 500 Russian Bolsheviks in Canton?"

"Can he explain the reason for the arrival of big shipments of Russian Oil in Canton?"

"Is he aware that the Whampoa cadets are being drilled and led by Russian Bolshevik officers?"

"Is he aware that the recent attack on Shanghai by the Whampoa cadets was directed by Russian Bolshevik officers?"

"Will Professor Giles carefully read, learn, and digest the contents of the following document found in the possession of a Russian Bolshevik agent named Zinovii Dosser, who together with his wife Iogina Dosser, or Filipova were arrested at Shanghai, after having visited Canton and Hongkong?"

"The document (Certificate) produced by the police was written on silk and was in Russian—"

"It was called Certificate No. 43, and read:—"

"The bearer of this, Comrade Dosser (Communist party ticket No. 493) is sent by the Agitation Department of the South Section of China to Hongkong and Canton for the organisation of strike Committees."

"All the members of the Russian Communist party are to give him every assistance in his work."

"This is certified by the seal of the Agitation Department, 16th June, 1925, Shanghai."

"Below the text was the seal which read: 'Agitation Department, R.C.P.' Zinovii Dosser was tried by the Mixed Court at Shanghai on the 17th July, 1925, and ordered to be deported as 'An extremely undesirable resident.'"

"The following is the Court's finding:—"

"In examining the contents of the Delegation Certificate, the Court finds that the accused, having the qualification of a member of the Communist Party, has his duty specially to carry on agitation and also the members of the same party should assist him. By this it can be seen that the accused, by establishing at Shanghai an Oil office, takes advantage of his position to carry on propaganda (contrary to Article 6 of the Agreement between the Republic of China and the Union of the Soviet Socialist Republics)."

"This has a great bearing upon the peace and order of society at large. The accused should be, therefore, expelled from the Settlement and a dispatch is also to be prepared to hand (Continued on next Column).

HONOUR FOR CHAIRMAN OF G.E.C.

Sir Hugo Hirst, the Chairman and Managing-Director of the General Electric Co., Ltd., who has recently been created a Baronet, is one of the best known personalities in the electrical world in Great Britain. Through his initiative and under his guidance the General Electric Company, which is, of course, the parent Company of the General Electric Co. of China, has grown from a modest undertaking until it now has important interests in practically every country of the globe.

Originally the G.E.C. confined itself to factoring the productions of other manufacturers. In 1887, however, Sir Hugo Hirst decided to open works at Manchester for the manufacture of motors, telephones, bells and other electrical apparatus. Three years later other factories were established at Wotton, Birmingham, and since that time there has been a steady and consistent growth of the Company's interests. Now it is able to carry out the complete equipment of an electrical power undertaking—steam plant, generators, cables, switchgear and accessories, has specialised in railway electrification, and, of course, as is well known, responsible for the manufacture of the popular Osram lamp. Sir Hugo Hirst has been for many years a member of the Advisory Council of the Board of Trade, and is Chairman of a score of electric companies.

NORTH BORNEO CHAMBER OF COMMERCE.

TIMBER STORAGE IN HONGKONG.

A meeting of the Committee of the North Borneo Chamber of Commerce was held on June 27th.

In reply to the Chamber's request, that an independent examination of the Sandakan Wharf might be made with a view to strengthening shippers' demands that Hongkong steamers should berth alongside before departure, a letter was received from the Government stating that the Government Engineers were of opinion that the Wharf was in good order, and an independent examination could not be agreed to.

The Secretary was instructed to request that a copy of the Government Engineers' Report be forwarded to the Chamber, and also to enquire whether the Engineers considered it safe for large ships to come alongside when the wharf was loaded.

A letter was received from The Hongkong and Kowloon Wharf and Godown Co., Ltd., declining to reduce storage rent on timber in Hongkong. It was resolved to circulate this letter to the Timber Merchants in Sandakan to obtain their views thereon.

HERALDS AND TRUMPETS. MISTAKES PAGEANT MASTERS MAKE.

Now that the pageant season is in full swing at Home, the Heralds of the College of Arms are again suffering indignities.

Pageant masters persist in introducing heralds carrying trumpets, thereby caricaturing the three Kings of Arms, Garter, Clarenceux, and Norroy, and the six Heralds, Somerset, Chester, Richmond, Windsor, Lancaster, and York.

"No herald ever carried a trumpet," stated Norroy King of Arms, Mr. G. A. de Lisle Lee, who is weary of protesting against the travesty, to a *Daily Mail* reporter recently.

"To depict one as doing so is like representing the Archbishop of Canterbury as carrying a verger's wand."

The herald's duty is to make pronouncements, and the trumpeters accompany him to call the attention of the public.

I have even known an offender state that the public expect a herald to have a trumpet.

him over to the Soong-Wu Police Court (City Police Court) requesting them to have him deported."

Hoping this will prove sufficient to convince Professor H. A. Giles that the Russian Bolsheviks are responsible for the present troubles in China, and thanking you for the courtesy of space for this letter in your valuable paper—Yours truly,

VERITAS.
Hongkong, July 25th, 1925.

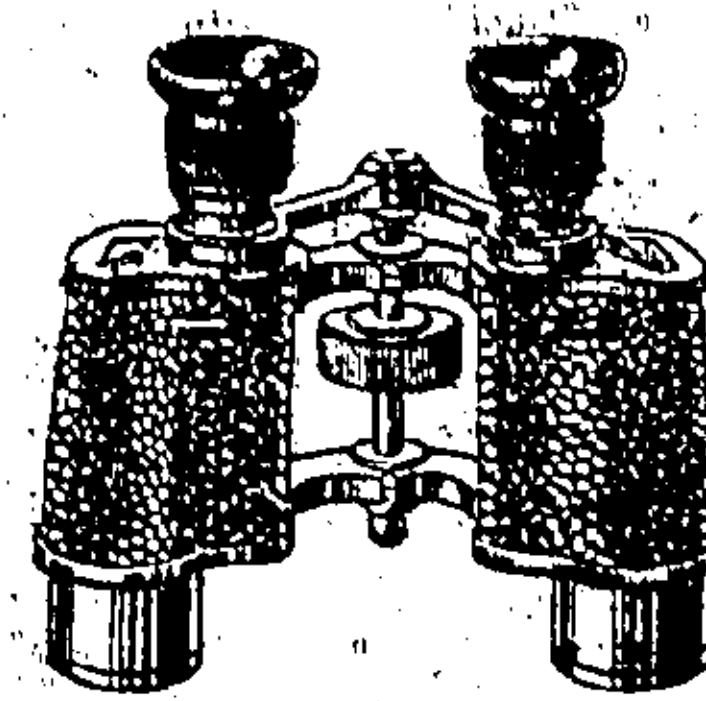
THE CONSULAR SERVICE. [TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—As your Journal was good enough twelve years ago to publish my criticisms of H.M. Consular Service in China, might I beg you now to give me space to state that in my opinion no body of men and no service could have behaved better than the officers of H.M. Consular Service during the past seven trying weeks, and no Englishman conversant with the facts of the trials they have been subject to, can be other than very proud to be under their jurisdiction.

Thanking you—I am, etc.,
A. J. MOORE-BENNETT.
Peking, July 18th, 1925.

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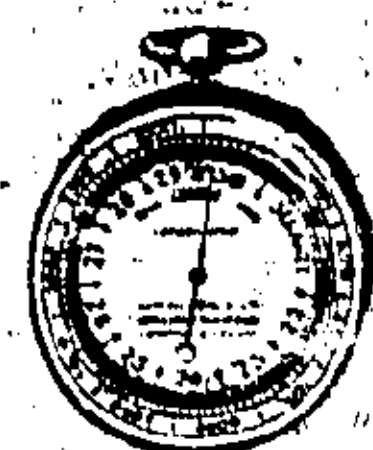
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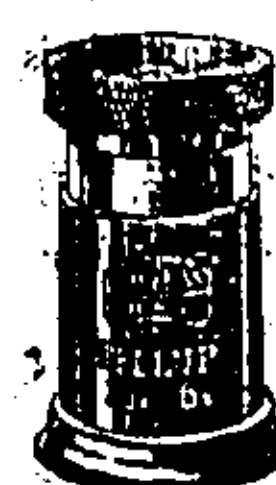
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TOPICAL NEWS

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Usual Prices.

SCOTTISH LETTER.
THE SCOTTISH SABBATH.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, June 17th.

THE SCOTTISH SABBATH.

Lord Inchcape of Strathnavor, who is well known all over the East and Far East, has launched a telling attack upon the "unco guid" and the extreme Sabbatharians of Scottish Presbyterianism. It seems that he has been rather interested lately in reading the diatribes by certain reverend Scottish parsons concerning the attitude of the people in Scotland which now prevails towards Sabbath observance. His comment is that "These reverend gentlemen object to Sunday trains, to Sunday golf, to Sunday tennis, to Sunday charabancs, to Sunday papers, to anything, in fact, which is a source of pleasure or interest to the people on the Lord's Day. He goes on to say that for six days of the week clergymen lead comparatively quiet lives, free to devote themselves to literature and study, to moving about, with a few hours thrown in to compose sermons which they give forth on the seventh day. On the other hand he points out that the majority of their congregations have been hard at work either mentally or physically throughout the week, and "there is little attraction as a rule in the sermons to which they are obliged to listen if they go to Church in Scotland." What remedy is there for such an unsatisfactory state of affairs? Lord Inchcape does not hesitate to express a decided opinion. "I believe it would be infinitely better if the service in the Scottish churches began at 10 a.m. or 10.30 a.m. and lasted for not more than an hour, leaving the people free for the rest of the day to indulge in rational recreation." He suggests, also, that the clergy "should confine themselves to lectures such as that given by our Saviour on the Mount, with practical admonitions for the conduct of life, avoiding dogma, doctrine, and theology."

This challenge to orthodox custom is supported by some reminiscences of Lord Inchcape's own youth. "I was brought up (he says) in the narrow atmosphere of the Scottish Sabbath, nothing left out to read except "Good Words" or the "Sunday at Home," with church at 11 a.m., 9 p.m., and 6 p.m. in each case the service lasting an hour and three-quarters to two hours. Since then I have knocked about the world for over fifty years, and I certainly do not look back with much pleasure to the Sabbath restraints to which when a youth I was subjected. Nor has my experience shown that the rest of the inhabitants of this world are more wicked than those of my native land, despite the fact that the former are free from that bondage, from which my countrymen are gradually breaking away, but in which some of our clergymen would seemingly still like to see them fettered.

The indictment has, of course, provoked debate, and a "newspaper war" of the bitterest character has already broken out.

A MEMORY OF WAR-TIME QUEUES.

The post-war period has been nothing to boast of, but at least we have managed to wriggle through it, so far, without a return to food queues—some people, by the way, brought a flicker of gaiety into a dismal time by calling them "kwees." Already, no doubt, there are boys leaving school who, on turning over the war-time numbers of *Punch* will fail to see the humour of the cartoon representing "The Christianity Shortage: Queues at Westminster Abbey." It was when the food queues were at their maximum length that a much respected and very prim matron in the West-End of Glasgow, an ardent temperance worker, hearing of the success of some of her friends in obtaining butter and other commodities, made up her mind to overcome her repugnance to what she regarded as a proletarian institution, savouring of soup-kitchens and poor-relief. Setting forth with teeth and half-shutting her eyes, she joined a long queue in a main thoroughfare. "Like a wounded snake, dragged its slow length along," she was vaguely conscious now and then of the astonished glances of acquaintances passing on the pavement or in cars. She was also acutely aware that the queue did not in the least resemble the one that is seen every Sunday evening outside a popular West-End church. At last she found herself near the business end of the queue, and began to get her basket and her money ready. It was at this moment that a very dilapidated old woman in front of her turned round and said, with a leer that was meant for a smile, "Ah'm thinkin' mum, there'll no be mair nor a hauf for each o' us." It was a whisky queue.

THE STEVENSON CULT.

The Stevenson worshippers who visit Edinburgh are not being left in doubt as to the habits and haunts of their literary idol. An artistically printed placard in the window of licensed premises near St. Giles Cathedral bears the statement:—

"This is the Hostelry which Robert Louis Stevenson frequented while acquiring local knowledge for his famous novels."

OBITUARY.

The death is announced of the Rev. David Cathels, D.D., ex-Moderator of the Church of Scotland, who for many years was minister at Hawick. In 1913 he was a delegate to the China Station of the Church's missions, and devoted his visit specially to the Yangtze Valley.

(Continued on next Column).

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Try the Cuticura Shaving Stick.

EXTREME ORIENTAL MIXTURE.

Mr. Gilbert Collins' "Extreme Oriental Mixture" is having a good reception here. His "foreword" contains an amusing defence against those critics who took him to task for his "jaunty" treatment of the subjects in his last book. The fact that some of the praise of *Far Eastern Jaunts* came from Scotland confirmed him, he says, "in a suspicion I had long harboured that Scotsmen are, in anything more readily appreciative of the best forms of humour than Englishmen." Scotsmen, in the compliment to themselves, forgive this humorous egotism.

TOLD AT THE NINETEENTH HOLE.

This story comes from a golfing centre where they are feeling the heat. First player—"It's getting too hot for words." Second ditto (pausing in a bunker after breaking his niblick)—"Oh, is it? Listen!"

Joe Kirkwood has a fund of good golfing stories. He told me when at Glen Eagles of a young lady golfer who, when he asked her, "What did you go round in?" gave him for answer the unexpected information, "Oh, in blouse and skirt, of course."

Another was of a player who had become grievously addicted to topping the ball, and called on the local professional for advice. "Just turn the ball upside down and hit it in the same place," was the unexpected reply.

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HONGKONG TIDE TABLE.

From July 28th to August 3rd, 1925.

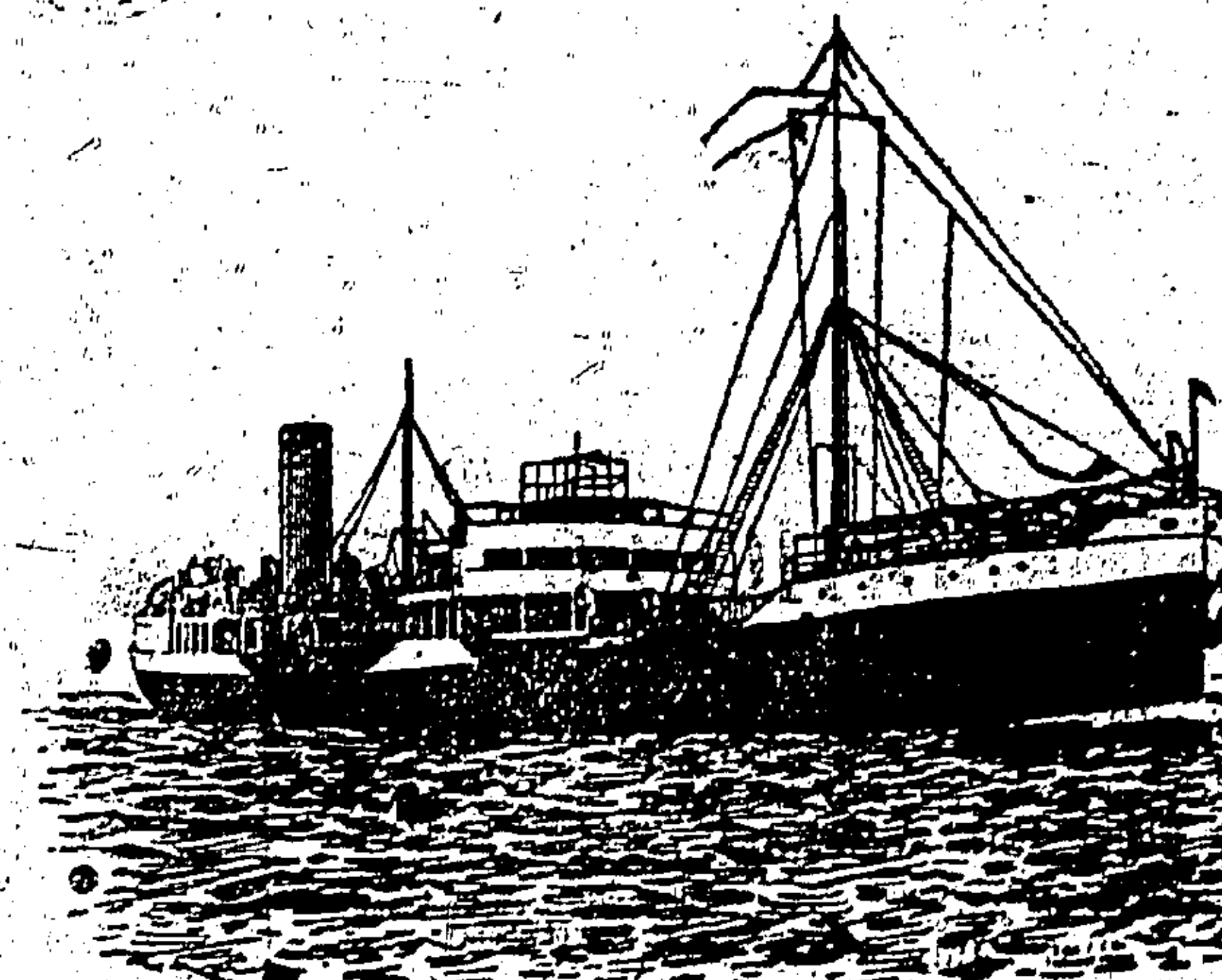
Days of Week	Days of Month	HIGH WATER.			LOW WATER.		
		H'kong Standard Time.	Height.	ft. in.	H'kong Standard Time.	Height.	ft. in.
Tues.	28	h. m.	1 33	4 6	h. m.	7 57	3 3
Wed.	29	h. m.	1 32	4 9	h. m.	8 50	3 3
Thurs.	30	h. m.	1 31	4 1	h. m.	9 44	3 3
Fri.	31	h. m.	1 30	3 4	h. m.	10 38	3 3
Satur.	1	h. m.	1 29	2 7	h. m.	11 32	3 3
Sun.	2	h. m.	1 28	1 0	h. m.	12 26	3 3
Mon.	3	h. m.	1 27	0 3	h. m.	1 20	3 3

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SHIPPING NEWS

ARRIVALS

July 25th.

De Jery, Dutch str., from Macao, lying at Yauwatt.

Gleniffer, British str., 8,021 tons, Capt. R. J. Henderson, from London and Singapore, lying at Junk Bay.

Juan Tai, Chinese str., from Canton, lying at Stoucentters.

Krona, Dutch str., from Macao, lying at Yauwatt.

July 26th.

Antea, British str., 8,800 tons, Capt. T. G. Reynard, from Liverpool and Singapore, with a general cargo, lying at Junk Bay.—B. & S.

Pinnel, Italian str., 3,850 tons, Capt. O. Micheli, from Shanghai, lying at buoy No. 831.—Dodwell & Co.

Han Theng, Portuguese str., from Macao, lying at Shamshui.

July 27th.

Taklong, British str., 3,472 tons, Capt. R. F. Minett, from Singapore, with a general cargo, lying at buoy No. 831.—Mackinnon, Mackenzie & Co.

Zangstern, British str., 2,670 tons, Capt. R. G. Blaney, from Bangkok and Amoy, with a general cargo, lying at buoy No. 827.—Cheong Hoo Co.

Van Overstraten, Dutch str., 2,837 tons, Capt. W. Stringer, from Singapore, with a general cargo, lying at buoy No. 831.—J.C.J.L.

CLEARANCES

July 27th.

France, for Singapore.

Gijo, for Saigon.

Hong, for Kwang Chow Wan.

Han Tai, for Shanghai.

Kashima, for Canton.

Krona, for Amoy.

West Coast, for Manila.

SHIPPING NOTES

The *De Jery* which left here by the P. & O. s.s. *Malton* on June 27th was delivered in Marseilles on July 25th, a transit of 28 days.

SHIPPING MOVEMENTS

The P. & O. s.s. *Malton* from Hongkong arrived in Marseilles on July 25th, at 7 a.m.

The s.s. *Shirley* from New York, sailed from Kureto, Japan, on July 25th, and is expected to arrive here tomorrow.

VESSELS EXPECTED

Empress of Australia (C.P.R.), due tomorrow.

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TJISALAK	BATAVIA	28th July	30th July	AMOI & SHANGHAI
TJIKARANG	SHANGHAI	29th ..	4th August	BATAVIA
TJITAROEM	JAPAN	8th August	10th ..	do.
TJISALAK	SHANGHAI & AMOI	12th ..	15th ..	do.

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The M/S. "TONGKING" will be loading for ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS. On or about 15th September, 1925.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Tongking"	31st July	—
M/S. "Australien"	10th August	—
M/S. "Asia"	12th September	—
M/S. "Java"	15th October	—
M/S. "Afrika"	15th November	—
M/S. "Malaya"	10th December	—

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Mr. D. E. Wood
Mr. R. E. Wood

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 27th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	99.85	29.73	29.75
Temperature	83	79	88
Humidity	88	91	65
Wind Direction	SE	Calm	W.
Force	2	0	2
Weather	C	0	C
Rain	0.03	0.00	0.08
Highest open-air Temperature on 25th	—	—	88
Lowest open-air Temperature on 27th	—	—	78



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Future Sailings to VANCOUVER via Shanghai and

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	Leave Hongkong	Arrive Vancouver		Leave Quebec	Due Southampton
Empress Australia	Aug. 7	Aug. 26	Empress Scotland	Sept. 2	Sept. 9
Empress Asia	Aug. 20	Sept. 7	Empress France	Sept. 19	Sept. 23
Empress Canada	Sept. 4	Sept. 21	Empress Scotland	Sept. 30	Oct. 7
Empress Russia	Sept. 17	Oct. 5	Empress France	Oct. 14	Oct. 21

Choice of accommodation on these ATLANTIC steamers actually held for sale in offices at ports of call in the Orient.

FOUR TRANS-CONTINENTAL TRAINS DAILY FROM VANCOUVER STOP-OVER ALLOWED AT ALL PORTS. Standard Sleeping Cars—Compartments—Drawing-Room Dining Cars.

Canadian Pacific HOTELS at VICTORIA, VANCOUVER, ROCKY MOUNTAIN RESORTS, CALGARY, WINNIPEG, MONTREAL and QUEBEC.

DOMINION EXPRESS TRAVELLERS' CHEQUES issued at all Canadian Pacific Offices—Payable Everywhere.

BAGGAGE INSURANCE sold at all Canadian Pacific Offices.

HONGKONG—MANILA—HONGKONG SERVICE

Leave Hongkong	Arrive Manila		Leave Manila	Arrive Hongkong
Aug. 12	Aug. 14	EMPEROR ASIA	Aug. 15	Aug. 17
Aug. 25	Aug. 28	EMPEROR CANADA	Aug. 29	Aug. 31

Steamers arrive MANILA early morning and sail in evening of following day.

CANADIAN PACIFIC SERVICE THROUGHOUT

Passenger Department: Tel. C. 752. Cables: GACANPAO.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all United States and Canadian Ports in U.S.A. and Canada.

Through passage rates to Europe via America: G. 2405. G. 2420. G. 2440.

KAGA MARU Thursday, 27th Aug., 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

KAMO MARU Saturday, 1st Aug., 11 a.m.

HAMBURG via LONDON & ROTTERDAM & Ports.

LIMA MARU Saturday, 8th Aug.

LIVERPOOL via ADEN & MARSEILLES.

TOYOHASHI MARU Tuesday, 18th Aug.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU Wednesday, 19th August

NEW YORK and/or BOSTON via PANAMA.

BURNOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.

TAMBA MARU Tuesday, 26th July

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Thursday, 20th August

SHANGHAI, KOBE & YOKOHAMA.

KASHIMA MARU Monday, 27th July

HAKONE MARU Wednesday, 11th August

For further information, apply to—

Telephone: Central Nos. 392, 293 & 2422. S. KINOSHITA, Manager.

THE STEAMSHIP

"VAN OVERSTRATEN"

Sailing hence to SINGAPORE, BELAWAN-DEMI and

PENANG, on the 3th August, 1925.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN,

Telephone 1574. YOKO BUILDING, CHATER ROAD.

ON SALE.

BUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1924.

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HONGKONG HANDBOOK REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1924.

Revised by the Members. Price—\$5.

DAILY PRESS OFFICE.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

S.S. "LAISANG"

Taking Cargo and Passengers will leave for SINGAPORE, PENANG and CALCUTTA on TUESDAY, 28th JULY, at Noon.

KOBE via MOJI ... "NAMSANG" ... Tuesday, 4th Aug., at Noon.
STRAITS & CALCUTTA ... "KUMSANG" ... Thursday, 13th Aug., at 3 p.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE ... EVERY TEN DAYS
SHANGHAI—HONGKONG LINE ... EVERY THREE DAYS
HONGKONG—MANILA LINE ... EVERY SATURDAY From Box Post
HONGKONG—HAIPHONG LINE ... EVERY SUNDAY From Box Post
HONGKONG—BORNEO LINE ... EVERY PORTNIGHT
HONGKONG—TIENTSIN LINE ... EVERY PORTNIGHT
HONGKONG—RANGOON LINE ... EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS

Telephone Central No. 315.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS

Vessel	Due Hongkong	Vessel	Leave Hongkong	Discharge
"PEMERKESHER"	—	—	—	—
Cargo discharged Singapore.	—	—	—	—
"GLENIFFER"	do.	—	—	—
"GLENOGLE"	—	—	3rd Aug.	—
"GLESAMOY"	—	—	3rd Aug.	—
"GLENGARRY"	—	—	2nd Sept.	—

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephone: Central No. 315 (rubb. 25, and Central 315).

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UNITED STATES SHIPPING BOARD

By STRUTHERS & BARRY, Managing Operators.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE

(23 days to San Francisco. 23 days to Los Angeles).

U.S.S. "WEST IVAN" ... Due Hongkong 2nd Aug. Leave Hongkong 4th Aug.

U.S.S. "WEST PARALON" ... Due Hongkong 14th Aug. Leave Hongkong 16th August.

TO MANILA AND ILOILO.

U.S.S. "WEST CAJOOT" ... In Port. Leave Hongkong 25th July.

TO SINGAPORE, ZAMBOARCA AND CEBU.

U.S.S. "WEST SEQUANA" ... Due Hongkong 11th August. Leave Hongkong 13th August.

For Full Information, Apply to—

STRUTHERS AND BARRY.
L. EVERETT, Inc. 1st Floor, Queen's Building.
General Agent. J. O'RAM SHEPPARD.
Japan, China, Philippine Islands, Indo-China, Straits Settlements. No. Agent. Phone: Central 3038.

AMERICAN ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD by ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGER.

THE NEW FAST AMERICAN STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT MADISON" ... Aug. 1st 5.00 p.m.
"PRESIDENT JACKSON" ... Aug. 13th 5.00 p.m.
"PRESIDENT McKINLEY" ... Aug. 25th 5.00 p.m.
"PRESIDENT JEFFERSON" ... Sept. 6th 5.00 p.m.

TO EUROPE—\$120—\$112—\$110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Manacles and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

Through Bills of Lading to all United States and Canadian Overseas Ports; also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Booking apply to ADMIRAL ORIENTAL LINE, Managing Operators.

Telephone: Central 2477, 2478 & 185. Hongkong and Shanghai Bank Building.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED,

GOTHENBURG.

Regular Freight Service for

BARCELONA, VALENCIA, AMSTERDAM, HAMBURG,

COPENHAGEN, GOTHENBURG and Other

SCANDINAVIAN PORTS.

Will leave on or about

M.V. "FORMOSA" ... 25th July.

M.V. "CANTON" ... 20th August.

Subject to change without Notice.

For further particulars, please apply to—

GILMAN & CO., LTD.

Agents.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "CITY OF BEDFORD" ... via Suez Canal ... 7th August
S.S. "MERTON HALL" ... 15th AugustBOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

S.S. "ELMCHANK" ... via Suez Canal ... 1st September

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "CITY OF TOKIO" ... 2nd August
For MANHILLA, LONDON, DUNDEE & HAMBURG.

MODERATE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINES.S. "SURAT" ... Sails Hongkong, End July
Loading for Mauritius, Delagoa Bay, Durban, East London, Alagoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindi, Fort Naloth, Ludenda Bay, Walvis Bay, and Madagascar.AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to:-

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

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AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

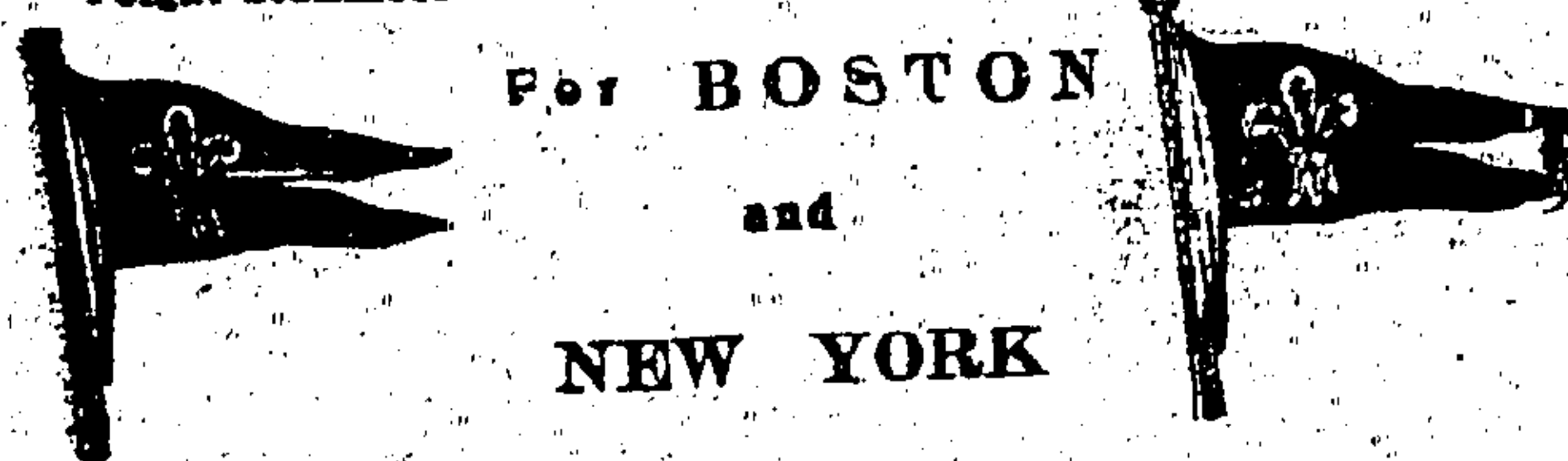
Sailings from Hongkong:

S.S. "ANTIOCHUS" ... via Suez Canal ... 28th July
S.S. "CITY OF BEDFORD" ... via Suez Canal ... 7th August
S.S. "MERTON HALL" ... via Suez Canal ... 15th August
S.S. "LAOMEDON" ... via Suez Canal ... 28th AugustSteamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to:-

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "SLAVIO PRINCE" ... 5th August, 1925.

For Freight and Full Particulars, apply to:-

PUYENESS (FAR EAST) LIMITED.
(Incorporated in Great Britain)
King's Building.**WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.**
VETARZO BLOOD MEDICINE

Give before was there anything like it, nor are its marvelous properties likely ever to be equalled in disease arising from impure blood. It cures out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scurvy, and glandular swellings, bad leg, abscesses, ulcers, eczema, psoriasis, rheumatism, gleet or Gonorrhea, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.

Sole Price 2s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W. London, Eng. Unimproved Dealers may try to sell you something else or advise you to do not accept it. Insist on having VETARZO. The genuine has a red cross on the wrapper. Insist on having VETARZO. The genuine has a red cross on the wrapper. Insist on having VETARZO. The genuine has a red cross on the wrapper.

P. & O. British India
Apcar and
Eastern & Australian
Lines(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	6,698	6th Aug.	Spore, Penang, Colombo & B'way.
"KASHGAR"	6,005	8th Aug. Noon	Marseilles, Cass. Blanca, London.
"ALIPPORE"	5,472	— Aug.	Spore, Penang, Colombo & B'way.
"MICHIA"	5,812	20th Aug.	Spore, Penang, Colombo & B'way.
"MACEDONIA"	11,038	22nd Aug.	Marseilles & London.
"KIDDERPORE"	5,334	27th Aug.	Marseilles, Cass. Blanca, London & Antwerp.
"NARKUNDA"	13,427	5th Sept.	Marseilles & London.
"KEYBER"	9,114	18th Sept.	Marseilles, London & A'werp. Bay.
"KARMALA"	3,128	3rd Oct.	Marseilles, London & A'werp.
"SOUDAN"	6,698	15th Oct.	Spore, Penang, Colombo & B'way.
"MALWA"	10,941	17th Oct.	Marseilles & London.
"SICILIA"	6,813	29th Oct.	Spore, Penang, Colombo & B'way.
"KEIWA"	9,135	31st Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,923	14th Nov.	Marseilles & London.
"KALYAN"	9,144	28th Nov.	Marseilles, London & Antwerp.
"MOREA"	10,911	12th Dec.	Marseilles & London.

BRITISH INDIA-APCAR SAILINGS

"TAIRA"	7,923	5th Aug.	Singapore, Penang & Calcutta.
"TAKIWA"	7,928	14th Aug.	do.
"TALIA"	10,000	3rd Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,800	6th Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"TANDA"	6,327	2nd Sept.	do.
"ARAFURA"	6,000	7th Oct.	do.
"ST. ALBANS"	4,800	2nd Dec.	do.
"TANDA"	6,327	2nd Dec.	do.

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hongkong, Canton, Kowloon, Amoy, Swatow, and other ports en route as indicated on the following:-
Special connections from Australia with the following:-
The P. & O. S.S. Co. Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. British Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

"TAKIWA"	7,928	28th July, 7 A.M.	Amoy, Kobe & Osaka.
"KEYBER"	9,114	7th Aug.	Shanghai, Moji & Kobe.
"TANDA"	6,327	11th Aug.	Moji, Kobe & Yokohama.
"NARKUNDA"	13,427	21st Aug.	Shanghai.
"KARMALA"	3,128	4th Sept.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	12th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe.
"SOUDAN"	6,698	19th Sept.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	2nd Oct.	do.
"KEIWA"	9,135	2nd Oct.	Shanghai & Kobe.
"MANTUA"	10,923	10th Oct.	Moji, Kobe & Yokohama.
"KALYAN"	9,144	17th Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,800	1st Nov.	Shanghai & Kobe.
"DELTA"	8,087	7th Nov.	Moji, Kobe & Yokohama.
"TANDA"	6,327	14th Nov.	Shanghai, Moji & Kobe.
"MOREA"	10,911	24th Nov.	do.
"A STEAMER"	4,698	24th Nov.	Shanghai & Kobe.
"SOUDAN"	6,698	15th Dec.	Shanghai, Moji & Kobe.
"MACEDONIA"	11,038	15th Dec.	Moji, Kobe & Yokohama.
"ARAFURA"	6,000	15th Dec.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Baggage must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.

Europe's Messenger not more than 24 ft. x 2 ft. x 2 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to:-
MACKINNON, MACKENZIE & CO.
P. & O. Building, Cantonment Road Central, HONGKONG.**DOUGLAS STEAMSHIP CO., LTD**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR
SWATOW, AMOY & FOOCHOWAND RETURN
(Occupying 9 or 10 Days)Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Fuchow (Pagoda Anchorage) and return by the same steamer by the "HAIKONG" & "TAIHOANG" & "HAICHING" at the Reduced Rate of \$35.00 including Meals & the Steamer's Port.

For Freight and Passage apply to:-

DOUGLAS LAFFRAIR & CO.

General Manager.

CHINA NAVIGATION CO., LIMITED.**Sailings Temporarily Suspended.**For Freight or Passage apply to:-
BUTTERFIELD & SWIRE, Agents.
TELEPHONE CENTRAL 22.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.**AUSTRALIAN-ORIENTAL LINE, Ltd.**

CONSIGNEES of CARGO from New Zealand and AUSTRALIAN PORTS are informed that all general Cargo for Hongkong by S.S. "TAIYUAN" has been Discharged at MANILA and Transhipped there at the Risk of the Owners of the Goods to S.S. "KENDAL CASTLE" due HONGKONG, 22nd JULY, 1925.

BUTTERFIELD & SWIRE, Agents.
Hongkong 21st July 1925.
AUSTRALIAN-ORIENTAL LINE, Ltd.**DODWELL & CO., LTD.****NEW YORK BERTH.**

LOADING FOR MANILA, BOSTON, NEW YORK.

S.S. "BOLTON CASTLE" ... Sails 28th July.

LLOYD TRIESTINE.REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (RUM).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE \$66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "LACONIA" (cargo only) ... Sails 7th Aug.

M.S. "ESQUILINO" (cargo only) ... Sails 10th Aug.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails 25th June

M.S. "ESQUILINO" ... Sails 31st Aug.

ITAL LINE OF STEAMERS.

FROM CALOUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S. "UMSINGA" ... sails 1st September

S.S. "UMZUMBI" ... Sails 1st October

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LIMITED

Telephone Central 1029. Agents.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailing from Marseilles.	Port of Call at Marseilles and Sailings for Suez and Japan.	Probable Sailings from Hongkong for Marseilles.
COMPIEGNE	1925	1925	21st July, 1925
ANGERS	3rd July	4th Aug.	4th Aug.
PAUL LECOAT	17th July	15th Aug.	1st Sept.
AMBOISE	31st July	1st Sept.	15th Sept.
CHARENTAIS	14th Aug.	15th Sept.	29th Sept.
PORTHOS			13th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) ... 85.00. Od. B Class (1st Class) ... 85.00. Od.

Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the Train at Marseilles.**LIGNE COMMERCIALES (Cargo Service).**

S.S. "DUNKIRK" about

S.S. "MIN" from DUNKIRK, LONDON & HAVRE is due to arrive about 20th August.

Sailings subject to alteration without notice.

For Full Particulars, apply to:-
MESSAGERIES MARITIMES CO.
Telephone Central 740
COGNAC - TRANSHIP - REPRESENTATION.

